



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.
SECTOR 5 — CHART INFORMATION

SECTOR 5

SWEDEN—EAST COAST—KALMARSUND AND OLAND

Plan.—This sector describes Kalmarsund and its approaches, the contiguous mainland between Torhamnssudde and Krakelund, and the island of Oland. The descriptive sequence is from S to N.

General Remarks

5.1 The coasts of the mainland and Oland are low and often barren, especially the E coast of Oland, where the absence of landmarks on a very low coast makes it easy to overestimate the distance offshore. The variable depths of the shoals and patches lying in the approaches to Kalmarsund are a valuable adjunct to safe navigation during fog.

Anchorage can be taken, in sand and clay, almost anywhere in the S part of Kalmarsund and off the N part of Oland, but the N section of Kalmarsund affords unreliable anchorage.

Pilotage.—Pilotage is compulsory in Swedish coastal waters and along certain fairways connecting ports along the coast. The vessels subject to compulsory pilotage vary in type and size according to location; these vessels are divided into the following categories:

1. Category 1—Vessels carrying or with uncleaned tanks which last carried:
 - a. Liquefied gas.
 - b. Liquid chemicals defined in MARPOL '73 Supplement 2, Annex 2 as category A, B, or (if vessel does not have a double-skin hull under all cargo tanks) C.
 - c. Liquid chemicals which, according to the IMO bulk chemical code, should be carried in Type 1 or 2 vessels.
2. Category 2—All other chemical tankers which are laden or have uncleaned tanks and all laden oil tankers.
3. Category 3—All other vessels.

Pilots can be obtained from the main stations at Kalmar and Oskarshamn for the small harbors along the coast.

Directions—Offshore Routes.—An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, lies centered 12 miles SE of the S extremity of Oland in the vicinity of Olands Sodra Grund Light. An Inshore Traffic Area lies between the SE end of Oland and the TSS traffic lanes.

Vessels bound for the Gulf of Finland should proceed NE for about 72 miles from this TSS to the TSS centered 11 miles SE of Hoburg Light (56°55'N., 18°09'E.). They should pass N of Norra Midsjobanken. From the TSS situated off Hoburg Light, vessels should then steer NNE for about 180 miles to the TSS situated off Risna (58°56'N., 22°03'E.).

Vessels bound for the Gulf of Bothnia should proceed NNE from this TSS to a position ESE of Landsort (58°44'N., 17°52'E.). They should pass W of Stora Karlo (57°17'N., 17°58'E.), E of Knollgrund (57°32'N., 17°29'E.), and E of Nielsengrund (58°17'N., 18°00'E.).

Off-lying Shoals and Dangers

5.2 Olands Sodra Grund (56°04'N., 16°41'E.), a large shoal, lies 12 miles SE of the S extremity of Oland and has depths of 10 to 16m. A main light is shown from a prominent floodlit tower, 35m high, standing near the center of the shoal. A racon is situated at the light.



Olands Sodra Grund Light

Norra Midsjobanken (56°14'N., 17°24'E.), an extensive detached bank, lies centered 33 miles E of the S end of Oland and has a least depth of 9.8m.

Sodra Midsjobanken (55°40'N., 17°25'E.) lies between 30 and 40 miles SE of the S end of Oland. This extensive detached bank has a least depth of 11m and a number of dangerous wrecks lie in its vicinity.

Knolls Grund (57°33'N., 17°28'E.), an extensive rocky shoal patch, lies centered 16 miles NE of the N end of Oland. It has a least depth of 9m and is marked by a lighted buoy.

Caution.—In cloudy and hazy weather, the E coast of Oland should be given a wide berth as there are no landmarks.

Local magnetic disturbances are reported to exist off the N entrance of Kalmarsund.

Areas of unexploded ordnance, which may best be seen on the chart, lie about 14 miles SW and 19 miles SSE of the S extremity of Oland.

The small harbors situated along the coasts of Oland are subject to silting.

Kalmarsund

5.3 Kalmarsund is a navigable passage, 85 miles long, that separates Oland from the mainland. This sound is about 12 miles wide at its S and N entrances. Due to several islets and shoals lying near the middle of the sound, the navigable passage is reduced to a width of 1.7 miles. The main channel

fairway and adjacent dangers are marked, except during the ice season, by buoys and beacons.

Kalmarsunds Djupranna (56°40'N., 16°24'E.), a main channel, leads through the narrow central part of the passage and can be used by vessels up to 7m draft. The fairway within this channel has a bottom width of 80m and a least dredged depth of 7.7m over a width of 60m. It is marked by buoys and is the most constricted passage. Branch channels lead from Kalmarsunds Djupranna to harbors lying E and W of the main passage.

5.4 Utgrunden (56°22'N., 16°15'E.), a chain of shoal patches, lies close E of the middle of the sound and has a least depth of 3m. It is centered 10 miles NNW of the S extremity of Oland and can be passed on either side. The main fairway lies to the W of the chain. A main light is shown from a prominent tower, 28m high, standing at the N end of the chain. A racon is situated at the light.

It is reported (2001) that the northernmost wind generator of a group of seven stands on the shoal 1.5 miles SSE of Utgrunden Light. These conspicuous wind generators are 65m high and stand in a line about 1 mile long.

Mittgrunden (56°28'N., 16°15'E.), a patch of shoals, has a least depth of 6.4m and is marked by buoys. Its S end lies about 3 miles N of Utgrunden Light and the patch is a N extension of Utgrunden.

Tradgardsgrund (56°38'N., 16°22'E.), a shoal with a least depth of 3.9m, lies on the E edge of the fairway, about 2.5 miles S of Kalmar, and is marked by a lighted buoy. The fairway, which is marked by buoys, is very constricted in this vicinity. Reefs, which fringe the coast, converge on the sides of the channel and, for about 4 miles NNE of Tradgardsgrund, appear to almost block the fairway.

Skansgrundet Light (56°39'N., 16°23'E.), situated close SE of Kalmar, is shown from a prominent floodlit tower, 19m high, and marks the S end of Kalmarsunde Djupranna. Grimskar, an islet, lies on a shallow shoal close W of the light. A conspicuous beacon surmounts the islet and a lighted buoy is moored close E of it.

Huvudet Light (56°40'N., 16°23'E.), situated 1 mile NNE of Skansgrundet Light, is shown from a prominent floodlit tower, 7m high. The main fairway in Kalmarsunde Djupranna passes close ESE of this light.

5.5 Osvallsgrundet Light (56°40'N., 16°23'E.), situated 0.3 mile NNE of Huvudet Light, is shown from a prominent floodlit tower, 7m high. The main fairway in Kalmarsunde Djupranna passes close ESE of this light.

Olandsbron Bridge (56°40'N., 16°28'E.), a fixed bridge supported by heavy columns, spans Kalmarsunde Djupranna about 1 mile N of Kalmar harbor and connects the mainland with the island of Oland. The navigable span over the main channel has a vertical clearance of 36m and a horizontal width of 80m. Lights shown from the bridge mark the center and limits of the fairway and a racon is situated on the center span.

Krongrundet (56°41'N., 16°24'E.), a shoal with a least depth of 2m, lies at the NE end of Kalmarsunds Djupranna. A light is shown from a prominent tower, 11m high, standing on the NW part of this shoal.

Masknaggen Light (56°44'N., 16°28'E.) is shown from a prominent floodlit tower, 11m high, standing on a rock at the S end of the shoals extending S from Skaggenas. The main channel passes SE of this light.

Sillasen (56°46'N., 16°30'E.), a shoal with a least depth of 3m, lies close W of the main channel. A main light is shown from a prominent floodlit tower, 22m high, standing on the N part of this shoal. The main fairway lying between Sillasen Light and Krongrundet Light has a least depth of 9m.

Slottsbredan (56°56'N., 16°36'E.), a patch of shoals, has a least depth of 6m and is marked by buoys. It lies E of the main fairway, about 10 miles NNE of Sillasen. A light is shown from a prominent floodlit tower, 21m high, standing on the W side of this patch.

Damman (57°03'N., 16°42'E.), a patch of shallow shoals, lies about 8.5 miles NNE of Slottsbredan. A main light is shown from a prominent floodlit tower, 21m high, standing on this patch. A racon is situated at the light. A conspicuous disused square light structure stands on a rock, 0.5 mile W of the light. The main channel leading between Slottsbredan Light and Damman Light has depths of 9 to 11m, but is closely fringed by shallow shoals.

5.6 Bla Jungfrun (57°15'N., 16°48'E.), a precipitous and conical-shaped island, is 86m high. It lies 12 miles NNE of Damman at the N end of the sound and is the best landmark in this vicinity when approaching from the N. A main light is shown from a prominent tower, 9m high, standing on the E side of the island. A prominent disused light tower, 6m high, stands on the W side.

Ice.—Ice conditions may occasionally hinder traffic within Kalmarsund. Generally, ice forms during the middle of January and starts to melt in March. During severe winters, ice loosening and melting may not begin until late May.

Depths—Limitations.—The fairway in the narrows has a least depth of 7.7m. During daylight, vessels of up to 185m length, 22m beam, and 7m draft may transit the passage, but tug assistance may be required. Vessels of over 150m in length should not navigate in darkness.

Pilotage.—Pilotage is compulsory within the central part of Kalmarsund. Pilot stations are situated at Kalmar (56°40'N., 16°21'E.), Oskarshamn (57°16'N., 16°27'E.), and Vastervik (57°45'N., 16°39'E.). All requests for pilotage must be made through Oxelosund VTS on VHF channel 9. Vessels must send an ETA to Oxelosund VTS at least 5 hours in advance.

Pilots for Kalmarsund can be contacted by VHF and board vessels approaching from the S about 1 mile SSW of Utgrunden. They board vessels approaching from the N about 1 mile E of Vastervik Approach Lighted Buoy (57°45'N., 16°55'E.), or 4 miles SSW of Kungsgrundet (57°41'N., 16°55'E.), or S of Furo (57°17'N., 16°38'E.).

Pilots for Kalmar harbor can be contacted by VHF and board vessels from the S off Tradgardsgrund (56°38'N., 16°22'E.). They board vessels from the N near Sillasen (56°46'N., 16°30'E.) or Krongrundet (56°41'N., 16°24'E.).

Regulations.—A Vessel Traffic Service (VTS) system operates in the central part of Karmarsund. This VTS system is mandatory for all vessels over 300 grt and vessels towing, where the combined length is over 50m.

Vessels entering Kalmar harbor or passing through Kalmarsund should report to Oxelosund VTS on VHF channel 9 when passing a position located 1 mile N of Sillasen Light (56°46'N., 16°30'E.) and when passing Hagbygrundet (56°32'N., 16°18'E.). The report must state the vessel's name, call sign, position, intended route, and destination.

Vessels must maintain a continuous listening watch on VHF channel 9 when proceeding between the two reporting points. They must also contact Oxelosund VTS upon arrival at and immediately before departing from a berth, on anchoring or weighing anchor, on changing their route, on being involved in an accident or grounding, or to report any navigational concerns which might affect the safety of navigation.

Anchorage.—Anchorage can be taken in the S part of Kalmarsund, between the entrance and a position about 3 miles S of Kalmar. Vessels can anchor in suitable depths with good holding grounds of sand and clay. In the N part of Kalmarsund, choppy seas and poor holding grounds make anchoring untenable in stormy weather.

Directions.—From a position SE of Torhammsudde (56°04'N., 15°51'E.), vessels should steer NNE for about 25 miles to the vicinity of Utgrunden Light. The main fairway passes W of this light. It then leads NNE and passes close W of Tradgardsgrund and close W of Skansgrundet Light. The route continues NNE through the Kalmarsunde Djupranna buoyed channel and under the Olandsbron Bridge to Krondgrundet Light.

After passing close WNW of Krondgrundet Light, which marks the N end of Kalmarsunde Djupranna, the main channel leads NE and passes SE of Masknaggen Light. It then continues NNE to a position located E of Dammen Light, passing E of Sillasen Light. From Dammen Light, the route leads NNE toward Bla Jungfrum. Vessels may pass either side of this island, but the channel leading E of it is preferred. The route then leads NNE to a position located E of Krakelund.

A short alternate channel leads NE and NNE from the bridge. It passes E of Krongrundet and then rejoins the main channel. This fairway has no authorized draft and local knowledge is required.

A secondary channel, with a least depth of 5m, leads NNE from close WNW of Krongrundet. It passes NW of Masknaggen Light and close W of Sillasen Light.

Caution.—Ferry traffic may be encountered within Kalmarsund, especially in the vicinity of Kalmar.

In the vicinity of Kalmarsunds Djupranna, the current does not set in the direction of the main channel and, with strong gales, may attain rates of up to 6 knots.

Vessels in transit through Kalmarsund should not close the light structures marking the main channel in depths of less than 10m as their foundations extend into the channel.

Cloud formations around the summit of Bla Jungfrum and mirage phenomena frequently make illusory changes in the appearance of the island. The island is a nature reserve and landing and approaching are subject to numerous restrictions.

Numerous submarine cables lie within Kalmarsund and may best be seen on the chart.

5.7 Mainland.—Torhammsudde (56°04'N., 15°51'E.) is described in paragraph 4.46. The coast between this point and Kalmar is low, partly wooded, and fronted along its entire

length by a shoal bank, with depths of less than 10m, on which lie numerous islets and shallow rocky patches. Several churches, with prominent steeples, stand along this stretch of coast.

Sandhamn (56°06'N., 15°52'E.), a small harbor, lies on the W side of an inlet 1.5 miles NNE of Torhammsudde. It is protected by breakwaters and used by fishing vessels. A lighted range indicates the entrance channel, which has a controlling depth of 4m. Svanhalla, a small craft and fishing boat harbor, is situated 1.5 miles NNE of Sandhamn.

Orranas, a village, is situated 7.5 miles NNE of Torhammsudde. Several prominent dwellings stand on a ridge in this vicinity and a conspicuous windmill surmounts a hill, which rises 2 miles NE of them.

A conspicuous group of five wind generators stands about 2 miles offshore, 8.5 mile NNE of Torhammsudde. These wind generators are 60m high and stand in a line about 0.8 mile long.

Kristianopel (56°15'N., 16°03'E.), a shallow harbor, is situated on the E side of a narrow spit of land, 8 miles SSW of Bergkvara. It is very narrow and used only by small craft. A conspicuous church, with a high tower, stands in the town.

5.8 Bergkvara (56°23'N., 16°06'E.) ([World Port Index No. 24530](#)), a fishing center and small commercial harbor, is fronted by several islets, rocks, and reefs.

Depths—Limitations.—The main approach channel leads W through the off-lying dangers and has a least depth of 6.1m. It is narrow and tortuous. A secondary approach channel leads S to the harbor. It has a least depth of 4m and is only used by small craft.

The commercial facilities include Viktoria Quay, which is 110m long and has a depth of 6.1m alongside; Modoquay, which is 110m long and has a depth of 3.4m alongside; and Silokajen, which is 175m long and has a depth of 5.1m alongside.

The harbor has facilities for bulk, general cargo, timber, and fishing vessels. Vessels up to 150m in length and 5.5m draft can be accommodated.

Aspect.—Garpen, an islet, lies 1.2 miles E of the harbor. A main light is shown from a prominent tower, 27m high, standing on this islet. A prominent beacon stands on an islet lying 1 mile WSW of the light. The main approach fairway is indicated by lighted ranges and marked by buoys.

A silo, 32m high, stands in the N part of the harbor and is prominent from seaward.

Pilotage.—Local knowledge is required. Pilots are provided by the station at Kalmer but must be ordered through Oxelosund VTS ([see paragraph 5.6](#)). They may be contacted by VHF and board about 1.7 miles SE of Garpen Light.

Caution.—Due to sharp bends in the main approach channel, vessels may find maneuvering difficult, especially at night.

5.9 Ekenas (56°31'N., 16°11'E.), a small harbor and loading place, is situated 8 miles NNE of Bergkvara. It consists of a pier, 30m long, with depths of 2.7 to 4m alongside. Anchorage is available off the pier. Local knowledge is required.

Stenso, a small and shallow fishing harbor, is situated about 10 miles NNE of Ekenas. It lies at the NW side of a small peninsula which extends S from the S side of Kalmar.

The coast between Ekenas and Stenso is fronted by numerous shallow shoals which lie up to 2.5 miles offshore.

Kalmar (56°40'N., 16°22'E.)

World Port Index No. 24570

5.10 Kalmar, situated about 1 miles SW of the Olands Bridge, is the principal port within Kalmarsund. A large part of the city stands on Kvarnholmen, an island, which is connected by several bridges to the mainland. The main harbor lies between the S side of Kvarnholmen and an artificial peninsula. It is protected at the NE side by a detached breakwater.

Winds—Weather.—Strong winds may cause difficult conditions in the approaches and in the main entrance channel.

Ice.—Icebreakers keep the harbor and approaches open, even during severe winters.

Tides—Currents.—With fresh to strong winds, powerful cross-channel currents may be encountered off the harbor and S of the S entrance to the main channel.

Depths—Limitations.—The port can be approached from N and S through Kalmarsunds Djupranna, with short entrance channels leading to the harbor. The S entrance channel has a least depth of 8m and can be used by vessels with drafts up to 7.3m. The N entrance channel has a least depth of 7.7m and can be used by vessels with drafts up to 7m.

The main harbor basins provide about 4,000m of total quayage with depths of 4.5 to 7.7m alongside. In addition, an oil terminal berth is situated at the SE side of the artificial peninsula. It is 90m long has a depth of 7.9m alongside.

There are facilities for container, tanker, passenger, cruise, bulk, ferry, and ro-ro vessels. Vessels up to 14,000 dwt, 155m in length, and 7.3m draft can be accommodated in the main harbor with entry from S. Tankers up to 30,000 dwt, 185m in length, 22m beam, and 7.3m draft can be handled at the oil berth with entry from S.

Aspect.—The fairways leading to the harbor are indicated by lighted ranges. Floodlights illuminate the end of the breakwater at night.

Prominent landmarks include a cathedral, with four spires, standing near the center of Kvarnholmen; a tall chimney situated close E of the cathedral; a lighted water tower standing 0.2 mile WSW of the cathedral; and Kalmar Slott, a castle with five towers, standing between the S end of Kvarnholmen and the mainland. A conspicuous silo stands on the N side of the artificial peninsula.

An aeronautical light is shown at Berga, which is situated about 1 mile inland, 2.5 miles NNW of the harbor.

Pilotage.—Pilotage is compulsory for vessels over 70m in length, 14m beam, or 4.5m draft and for all vessels with dangerous cargo. Pilots are provided by the station in the port. All ordering of pilots must be made through Oxelosund VTS (see paragraph 5.6).

Regulations.—A mandatory VTS system operates in the approaches to the port (see paragraph 5.6).

Anchorage.—Vessels with drafts over 6m can obtain anchorage, in depths of 8 to 13m, fine sand, about 1 mile S of

Tradgardsgrund Lighted Buoy (56°38'N., 16°22'E.). A wreck, with a depth of 7.9m, lies 0.5 mile S of the lighted buoy and should be avoided.

Small vessels may anchor, in depths of 5 to 6m, clay, about 0.2 mile SW of Huvudet Light (56°40'N., 16°23'E.).

Caution.—Limitations of size are in force for entry at night.

5.11 Mainland (continued).—Between Kalmar and Krakelund, 50 miles NNE, the coast is low, wooded, and indented by several shallow inlets with minor harbors at their heads. Foul ground fronts the shore in places and extends seaward to fringe the main fairway channel running through the sound.

Skaggenas (56°47'N., 16°28'E.), located 6 miles NNE of Kalmar, is low and densely wooded. This island is very prominent and may easily be identified by its dark color. Several structures, including a disused light tower, stand on Revsudde, its SE extremity. A small and shallow fishing harbor lies 0.3 mile NNW of Revsudde and is protected by a breakwater.

Pataholm (56°55'N., 16°26'E.) (World Port Index No. 24580), a small loading harbor, lies at the head of a foul bight, 7.5 miles N of Skaggenas. It is approached from Kalmarsund through a fairway channel available to vessels up to 1,400 nrt and 3.5m draft. Local knowledge is essential.

Timmernabben (Tillingenabben) (56°58'N., 16°26'E.) (World Port Index No. 24590), a small loading harbor, lies 3 miles N of Pataholm. It is approached from the SW through a fairway, marked by buoys, which leads between numerous shoals. There is a pier, 90m long, which provides a berth, about 30m long, with depths of 3 to 3.7m alongside. Small vessels with drafts up to 3m can be accommodated. Vessels with local knowledge can anchor, in depths of 8 to 13m, clay, on the NE side of the approach channel.

Monsteras (57°02'N., 16°27'E.), a small loading harbor, lies at the head of an inlet, 23 miles N of Kalmar. Stora Okno is the E extremity of a peninsula that extends 4 miles SE from the town. Svartoren, an islet, lies 0.5 mile NE of Stora Okno. A prominent church and a high chimney stand in the town. Kavershall, a high hill, rises 2.5 miles NE of the town and is conspicuous. An approach channel, marked by buoys, leads from Kalmarsund to the harbor and can be used by small vessels up to 2.8m draft. The inner harbor provides 380m of berthage with a depth of 3m alongside. A jetty, 45m long, has a berth at its head with a depth of 4.5m alongside. Local knowledge is required. Anchorage can be taken, in depths of 9 to 10m, mud and clay, in the outer roadstead.

Vallo (57°07'N., 16°36'E.), a large island, lies 6 miles NE of Monsteras and is encircled by foul ground. Its SE part is densely wooded and prominent from N and S. Sando Orskar, an islet, lies 1.5 miles NW of Vallo and is marked by a prominent beacon. Runno, an island, lies 2.2 miles NW of Vallo and a small fishing boat harbor is situated at its W side.

Kungsholmen, an islet, lies 0.4 mile SW of the SW extremity of Vallo and is covered with tall pine trees. Anchorage can be taken, in depths of 10 to 12m, mud and clay, about 0.2 mile NW of this islet, but the roadstead is open to N winds.

5.12 Stora Jatterson (57°06'N., 16°34'E.) (World Port Index No. 24635), an oil and chemical terminal, is situated 10

miles SSE of Oskarshamn. It consists of an open roadstead protected by a number of islands and islets on the NE side and the mainland on the S and SW sides. Three conspicuous chimneys stand at a factory in the town.

Three approach channels lead to the harbor. A secondary channel leads W and NW from the vicinity of Damman Light. It is marked by buoys and can be used by vessels with drafts up to 4.8m. An alternative channel, with a least depth of only 3.9m, leads N to join the secondary channel at a position located about 2.5 miles NW of Damman Light. The principal channel leads SW between Runno and Sando Orskar and then S between Vallo and the mainland. This fairway, which can be used by vessels up to 7.5m draft, is indicated by lighted ranges and marked by buoys. A terminal quay is located close NE of the factory area. It is 140m long and has a depth of 8m alongside. Vessels up to 150m in length and 7.5m drafts can be accommodated.

Paskallavik (57°10'N., 16°28'E.), a small harbor, lies 6 miles S of Oskarshamn and W of Runno. It is sheltered from nearly all winds. A prominent church and several factory chimneys stand in the town. The two approach channels are tortuous and lead between numerous rocks and detached shoals. Local knowledge is required. The main fairway channel, which is entered E of Runno, rounds the S part of that island and then leads NW to the harbor. A pier, 100m long, extends SE from the shore and has depths of 4 to 4.6m alongside. A quay, located close N of the pier, is 90m long and has a depth of 5m alongside. Vessels with drafts up to 4.2m can be accommodated.

Anchorage can be taken, in depths of 4 to 13m, mud and clay, within a roadstead lying NNE of the harbor. It is reported (1995) that this harbor is seldom used.

Oskarshamn (57°16'N., 16°27'E.)

World Port Index No. 24690

5.13 Oskarshamn is situated at the head of an inlet, 6 miles N of Paskallavik. It is a commercial port and a ferry terminal.

Winds—Weather.—The harbor and approaches are seldom closed by ice. If necessary, icebreakers will keep the channels open.

Depths—Limitations.—Several channels lead through the dangers and obstructions lying in the approaches. The main channel leads WNW and passes S of Furo Light and N of Stotbotten Light. It has a least depth of 11m.

A secondary approach channel, which can be used by vessels with drafts up to 4.6m, leads WSW and SW. It passes N of Furo Light and joins the main fairway close NW of Stotbotten Light.

The harbor is protected by two detached breakwaters, which form two entrances. The main entrance is 105m wide.

Klubbdjupshammen, the outer NE part of the harbor, provides 350m of quayage with a depth of 11m alongside. In addition, there is an oil jetty with a head, 26m wide, and a depth of 11m alongside.

The shipyard area, located in the SE part of the harbor, provides 580m of quayage with depths of 3 to 8m alongside.

Sodra Kajen, located in the SW part of the harbor, provides 440m of quayage with depths of 5 to 7.3m alongside.

The NW part of the harbor provides 1,100m of quayage with depths of 4.5 to 8m alongside. The channel leading to the W and inner part of the harbor can be used by vessels with drafts up to 7.6m.

There are facilities for general cargo, ro-ro, container, bulk, tanker, and ferry vessels. Vessels up to 215m in length and 10.5m draft can be accommodated.

Aspect.—Rocks, reefs, and numerous detached shoals front the coast to the N and S of the harbor. Furo (57°17'N., 16°38'E.), a low and barren island, lies 5 miles E of the harbor and 0.5 mile N of the main approach channel. It is fringed by reefs on which the sea breaks.

Finnrevet Light is shown from a prominent floodlit tower, 16m high, standing on a reef extending from the SE side of Furo.

Stotbotten Light, equipped with a racon, is shown from a prominent floodlit tower, 13m high, standing on the N part of a shoal, with a least depth of 5m, lying 2.5 miles E of the harbor.

The approach channels are marked by buoys and indicated by lighted ranges.

A church, a water tower, and several high chimneys stand in the vicinity of the town and are all very conspicuous. The area surrounding the town is generally low, wooded, and featureless.



Oskarshamn

Pilotage.—A main pilot station is located at Oskarshamn. This station provides pilots for several harbors, anchorages, and loading places situated within Kalmarsund.

All ordering of pilots must be made through Oxelosund VTS. Vessels should send an ETA and a request for pilotage at least 12 hours and 5 hours before arrival.

Pilotage for the port is compulsory for the following:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 70m length, 14m beam, and 4.5m draft and over.

In certain channels between Furo and the harbor, pilotage is compulsory for the following:

1. All Category 1 vessels.
2. Category 2 vessels of 80m length or 15m beam and over.
3. Category 3 vessels of 90m length or 16m beam and over.

In certain channels leading to and from Simpevarp, pilotage is compulsory for the following:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 80m in length, 15m beam, and 5m draft and over.

Pilots can be contacted by VHF and board about 1.5 miles SE of Furo.

For information concerning pilotage and the VTS system operating within the central part of Kalmarsund, [see paragraph 5.6](#).

Anchorage.—Anchorage can be taken, in depths of 12 to 20m, rock and clay, within a roadstead lying NNE of the harbor.

Caution—Local magnetic disturbances have been reported in the outer approaches to the harbor.

5.14 Mainland (continued).—The coast between Oskarshamn and Krakelund, 14 miles NE, is of uniform height and wooded. Numerous islands and islets lie offshore and are low and difficult to distinguish from seaward. Bla Jungfrun, a conspicuous island, is steep-to except on its SE side.

Saltvik (57°18'N., 16°30'E.) ([World Port Index No. 24700](#)), a small timber loading place, lies in an inlet, 2.8 miles NE of Oskarshamn. It is approached via a fairway, authorized for drafts up to 3.6m, which joins the outer part of the channels leading to Oskarshamn. Local knowledge is required. Anchorage can be taken, in depths of 3 to 8m, clay and mud, in the outer part of the inlet.

Figeholm (57°22'N., 16°33'E.) ([World Port Index No. 24720](#)), a small harbor, lies at the head of an inlet, 7.5 miles NNE of Oskarshamn. This inlet is encumbered by numerous islets and shoals. The entrance channel, which is narrow and tortuous, is marked by buoys and beacons. It is authorized for drafts up to 4m. Local knowledge is required. This former loading place is reported to be only used by pleasure craft.

Simpevard (57°25'N., 16°40'E.) is situated 11 miles NNE of Oskarshamn and 3 miles SW of Krakelund. This small harbor serves a nuclear power station which stands close NW of it.

The harbor consists of a basin, with a depth of 6m, which is protected by a breakwater, 200m long. An outer approach lighted buoy is moored about 2.5 miles SE of Krakelund beacon. A channel, authorized for drafts up to 5.5m, leads W from the vicinity of this buoy to the harbor. It is indicated by a lighted range and marked by buoys. A jetty, with two dolphins, is situated on the inside of the breakwater and forms a berth, 110m long. A quay, 30m long, is situated at the W side of the basin and is equipped with a ro-ro ramp.

A conspicuous chimney stands in the vicinity of the power station and a prominent radio mast is situated 0.3 mile WNW of it.

Krakelund (57°27'N., 16°43'E.), an island, lies close offshore at the E extremity of Upplango. It is marked by a prominent beacon, 12m high, which, from NE, resembles a yacht under sail.

Oland

5.15 The island of **Oland** (56°40'N., 16°37'E.), 77 miles long, is a popular summer resort. It is generally low and partly wooded. Alvaret, a mostly barren ridge, extends almost the entire length of the island and rises to a height of 61m.

Numerous reefs and shoals front the shores of this island and extend up to about 3 miles seaward in places.

Olands Sodra Udde (56°12'N., 16°24'E.), the S extremity of Oland, is low and barren, but a wood extends between 1 and 3 miles to the N of it. A main light is shown from a conspicuous floodlit tower, 42m high, standing on the point.

A prominent radio mast stands 3 miles NE of the light and a prominent beacon is situated on the W coast of the island, 1.7 miles N of the light.



Olands Sodra Udde Light

Olandsrev (56°10'N., 16°24'E.), a shoalbank with depths of less than 10m, extends up to about 5 miles S from Olands Sodra Udde and is marked by buoys. The sea breaks on the N part of this bank.

Olands Sodra Grund lies 12 miles SE of Olands Sodra Udde and is [described in paragraph 5.2](#).

5.16 West side.—Gronhogen (56°16'N., 16°24'E.), a small harbor, is situated 4.3 miles N of Olands Sodra Udde and is protected by two breakwaters. It is used by coasters and fishing vessels. The entrance, which is 50m wide, faces SW and has a controlling depth of 4m. The harbor basin provides 240m of berthage. Small vessels with drafts of up to 3.5m can be accommodated. Local knowledge is advised.

A prominent church, with a red roof, stands 1.2 miles NNE of the harbor entrance and a tall chimney is situated at a factory the N side of the town.

Degerhamn (56°21'N., 16°25'E.) ([World Port Index No. 24790](#)), a sheltered harbor, lies 9 miles N of Olands Sodra Udde and is formed by a long curved breakwater and a short mole. The entrance, which is 55m wide, faces SSW and has a controlling depth of 6.5m. The entrance channel, which is 40m wide, leads NE and NNE to the harbor. It is indicated by lighted ranges and marked by buoys.

The main commercial quay is 140m long and has a depth of 6.4m alongside. There are facilities for tanker and bulk vessels. Vessels up to 3,500 dwt, 85m in length, and 5.9m draft can be accommodated. Local knowledge is advised. During the winter, ice is sometimes set into the harbor by W winds and berthing is hindered.

A prominent church stands on a ridge, 0.5 mile E of the harbor. Several prominent silos and two chimneys stand in the

vicinity of the harbor. It is reported (2001) that three wind generators, 40m high, stand in the vicinity of the main quay.

Anchorage can be taken, in a depth of 9m, clay, about 2 miles SW of the harbor, but this roadstead is unsafe in W winds.

Morbylanga (56°32'N., 16°23'E.) ([World Port Index No. 24780](#)), a small harbor, lies 11 miles N of Degerhamn and is sheltered except during W gales. It is used by coasters and pleasure craft. The harbor is protected by two breakwaters which form an entrance, 35m wide. Ice seldom closes this harbor, but S and W gales cause swells to enter. The entrance channel, which is dredged to a least depth of 3.8m, leads NW to the entrance. It is marked by buoys and indicated by a lighted range. The main commercial quay is 170m long and has a depth of 3.8m alongside. Small vessels with drafts up to 3.6m can be accommodated. Local knowledge is advised. A prominent church is situated in the town and a conspicuous radio mast stands 1.5 miles E of it. Several prominent buildings and a silo stand on the E side of the harbor.

Anchorage can be taken, in depths of 7 to 9m, sand and clay, about 0.7 mile W of the harbor entrance.

Farjestaden (56°39'N., 16°28'E.) ([World Port Index No. 24770](#)), a small harbor, lies 8 miles NNE of Morbylanga. It is used by coasters, fishing vessels, and small craft. The harbor is protected by two breakwaters which form an entrance, 55m wide. The main approach channel leads ESE and has a least depth of 4.4m. Local knowledge is advised. The main commercial berth is 80m long and has a depth of 4m alongside. Small vessels with drafts of up to 3.4m can be accommodated.

5.17 Stora Ror (56°45'N., 16°32'E.), a small harbor, lies 6 miles NNE of Farjestaden and is sheltered except during SW gales. It is used by coasters and fishing boats. The harbor is protected by two breakwaters, which form an entrance 30m wide. The entrance channel leads E and has a least depth of 3.6m. Local knowledge is advised. The main commercial quay is 40m long and has a depth of 3.4m alongside. Small vessels with drafts of up to 3m can be accommodated.

Ispeudde Light (56°45'N., 16°31'E.) is shown from a prominent tower, 7m high, standing on a point located 0.8 mile SSW of Stora Ror.

Borgholm (56°53'N., 16°39'E.) ([World Port Index No. 24760](#)), a small commercial harbor, lies 8.5 miles NE of Stora Ror and is protected by two breakwaters. Ice may close this harbor during January and February. The main entrance channel, which has a least depth of 5m, leads ESE and E. It is marked by buoys and indicated by lighted ranges. The inner part of the harbor is used only by small craft. The outer part provides 450m of berthage with depths of 4.4 to 5m alongside. There are facilities for oil, bulk, and ferry vessels. Vessels up to 85m in length and 4.5m draft can be accommodated. Local knowledge is advised.

A conspicuous ruined castle stands on a hill, 0.5 mile S of the harbor, and a large white building, the former royal palace, is situated 0.4 mile SW of it. A prominent church, with a pointed spire, is situated in the town. A conspicuous silo, 27m high, stands on the N side of the harbor. A prominent radio mast is situated 3.5 miles SE of the town.

Anchorage can be taken, during good weather, in depths of 7 to 11m, about 1 mile outside the harbor and clear of the shoals. Local knowledge is required.

Sandvik (57°04'N., 16°52'E.), a small and partly sheltered harbor, is situated 13 miles NNE of Borgholm. It is protected by two curved breakwaters. The entrance, which is 28m wide, has a controlling depth of 4m. This former loading place is only used by fishing vessels and pleasure craft. A conspicuous windmill stands in the vicinity of this harbor.

Hornsudde (57°12'N., 16°54'E.), a blunt cape, is located 7.5 miles NNE of Sandvik and marked by a light. During N and NE gales, heavy swells have been observed on the shoal banks which extend up to 5 and 7 miles N of the cape.

Tokenasudde (57°19'N., 17°00'E.), a point, is located 8 miles NNE of Hornsudde. During N and NE gales, heavy swells have been observed on the shoal banks which front this stretch of coast. A light is shown from a structure standing on this point and two prominent radio masts are situated about 1.3 miles E of it.

Byxelkrok (57°20'N., 17°00'E.), a small harbor, lies 0.5 mile N of Tokenasudde and is protected by a long breakwater. It is used by fishing vessels, ferries, and pleasure craft. A narrow channel leads SE to the harbor entrance and has a controlling depth of 4.5m. It is marked by buoys and indicated by a lighted range. Local knowledge is advised.

The coast between Sandvik and the N end of Oland is steep and light-colored with the N section being mostly wooded. Several groves of trees stand on Alvaret, the ridge backing the coast.

5.18 Olands Norra Udde (57°22'N., 17°06'E.), a small peninsula, forms the N end of Oland. A main light is shown from a prominent tower, 32m high, standing on Storgrundet, an islet, which lies close E of the N extremity of the peninsula. A prominent radio mast is situated 1.3 miles SW of the light.



Olands Norra Udde Light

Olands Norra Grund (57°29'N., 17°09'E.), a rocky shoal, lies about 7 miles N of the N end of Oland. It has a least depth of 4.4m and is marked by a lighted buoy. Several detached shoals, with depths less than 8m, lie between the N end of Oland and Olands Norra Grund.

Anchorage can be taken, in good weather or with S winds, in a depth of 18m, clay, on a bank lying about 1 mile NE of Storgrundet.

Grankullaviken (57°22'N., 17°07'E.), a small bay, lies on the SE side of Olands Norra Udde and is encumbered by rocks and shoals. Several reefs and islets partially block the entrance. A channel, with a least depth of 5m, leads SW into this bay.

Grankullavik, a small harbor, is situated at the W side of the bay and has an entrance, 20m wide. It is used by ferries, small craft, and pleasure boats. The bay is obstructed by ice during February and March and strong N winds make entry difficult.

The harbor is closed to commercial shipping. A ruined pier fronts the site of a sawmill and lumberyard.

Sheltered anchorage can be taken, in depths of 8 to 9m, clay, about 0.5 mile ENE of the harbor breakwater. Local knowledge is advised.

Caution.—Large vessels are advised to pass well to the N of Olands Norra Grund.

5.19 East side.—The E coast of Oland is mostly low, irregular, and has only a few prominent landmarks.

Segerstad (56°22'N., 16°34'E.), a blunt point, is located 12 miles NNE of Olands Sodra Udde. A light is shown from a prominent tower, 22m high, standing on this point.

Grasgardhamn, a small and shallow fishing harbor, lies 3 miles SSW of Segerstad Light and has an entrance, 12m wide. Skarlov, a small and shallow fishing harbor, lies 3.5 miles N of Segerstad Light.

Blasinge, a small and shallow fishing harbor, lies 16 miles NNE of Segerstad Light and is protected by a breakwater.

Kapelludden (56°49'N., 16°51'E.) is located 29 miles NNE of Segerstad Light. A main light is shown from a prominent framework tower, 32m high, standing on this point.

Karehamn (56°57'N., 16°53'E.), a small and sheltered harbor, is situated 8.5 miles NNE of Kapelludden Light. It is used by fishing vessels and pleasure craft. Kareholm, a low and barren islet, lies 0.5 mile ENE of the harbor and is marked by a beacon. A channel, 30m wide, leads WNW and SSW to the harbor and has a controlling depth of 4.4m.

Unsheltered anchorage can be taken, in a depth of 18m, sand and clay, about 2.5 miles E of Varholmsudde, a headland located 2 miles SE of the harbor.



Hogby Light

Hogby (57°09'N., 17°03'E.), a small peninsula, is located 12.5 miles NNE of Karehamn. A light is shown from a prominent framework tower, 23m high, standing on the seaward extremity of this peninsula. A conspicuous church and a radio mast stand close W of the peninsula.

5.20 Boda (57°15'N., 17°05'E.) ([World Port Index No. 24804](#)), a small fishing harbor, is situated at the SW end of an open bay, about 6 miles NNE of Hogby Light. It is protected by two breakwaters, which form an entrance, 32m wide. A channel, with a least depth of 3.5m over a bottom width of 18m, leads WNW and NW to the harbor. It is marked by buoys and indicated by a lighted range. Local knowledge is advised.

Angjarnsudden (57°18'N., 17°09'E.), the NE extremity of Oland, is located 10.5 miles NNE of Hogby Light and 4.2 miles SE of Olands Norra Udde. It is fronted by shallow shoals which extend up to about 1.5 miles SE and are marked by a buoy. A prominent beacon stands on the coast about 2 miles NNW of this point.

Caution.—Several detached shoals and dangerous wrecks, which may best be seen on the chart, lie up to 3.5 miles seaward of the E coast of Oland. Large vessels are advised to pass well clear of the E side of Oland.